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Hongkong, 22nd June, 1908.

The Daily Press.

HONGKONG, JUNE 29th, 1908.

It was rather surprising some weeks ago to hear that Russia had consented to sell to Japan that section of the Chinese Eastern Railway that runs between Harbin and Kwangchowgats. The Treaty of Portsmouth gave to Japan the large portion of the railway, as far up as Kwangchowgats, but the Russian representatives stubbornly refused to consider the surrender of the remaining section to Harbin, which gave to the Japanese access to central Manchuria. The terms of peace in this detail resulted, as we know, in the Russians and Japanese continuing to face each other at the junction at Kwangchowgats, which thus obtained an importance it had not hitherto been able to boast of. Almost exactly a year ago the two Powers came to an agreement for the working of the junction, "to regulate and facilitate traffic between the two sections of the railway." This raised the question of the nationality of the junction itself, of which flag was to fly over Kwangchowgats, and the question was settled permanently as we supposed, by Russia agreeing to pay Japan a considerable amount for her recognition of Russia's retention of the place. The Jews that Japan has now acquired Kwangchowgats and the line to Harbin, was therefore sufficiently surprising to require confirmation. So far we have not encountered any authoritative contradiction of it, and we are left with the supposition that Russia must be on the point of abandoning her pretensions in at least these parts of Manchuria. Some confirmation of her intention to devote herself henceforth to the limits of

her recognised borders is provided by her convention with Japan of last July, and in addition the St. Petersburg papers have been reporting speeches by Russian publicists which further suggest that the colossal of the north is no longer so intent on disturbing the peace of the Far East. This does not mean, of course, a complete withdrawal from the Far East, but one of those temporary retirements to consolidate and strengthen the progress admittedly made, with which Russian history has made us familiar. Even this is good hearing for those who long for a era of rest-peace on this side of the world. By restricting and concentrating her efforts to Siberia and the Amur valley, Russia should have sufficient to keep her employed for many years, especially if the Amur line enterprise talked of is to go through. After selling this strip of 150 miles or so to Japan, Russia still holds nearly a thousand miles of line in Manchuria, which is not likely to be sold back to the Chinese, authorities think until Vladivostok is effectively linked with Russia via the all-Russian line. From Japan's point of view, the line to Harbin must be a most valuable accession, extending her influence, already paramount in Southern Manchuria, in central Manchuria to an almost equal extent. One thing seems sure, that if Russia has in fact sold this extension to Japan, there can be no truth in the theories of those who have been saying that Russia was preparing for an other-way with Japan. They would never have allowed a potential enemy such an advantageous position, whence it would be easy, as has been pointed out, to cut off Vladivostok and the entire seaboard.

The French Mail of the 26th May was delivered in London on the 26th inst. A lantern lecture on "New Zealand" will be given by Mr. J. W. Macfarlane at the Y.M.C.A. Room to-night.

Eight cases of plague, two fatal, were reported in Hongkong during the day ended noon on Saturday. This brings the total up to 9-3.

The Christian Scientists of Hongkong held the inaugural service in their new quarters yesterday. The rooms were beautifully decorated for the occasion.

An important commercial paper published in London gives some information about trade in the Chinese "province of Wai." Perhaps it means Boriaboolagha.

In the Duma, on May 18, during the discussion on the Eastern Chinese Railway, M. Kokovtsov, the Minister of Finance, avoided replying to a question asked by M. Nekrasoff as to whether the railway would remain in Russian hands.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council—Ordinance No. 12 of 1908—An Ordinance to provide for the registration of Chemists and Druggists and to regulate the Sale of Poisons.

"Tatler" in the "Jewish Chronicle" says:—A good story is going the round of theatrical circles which has the advantage of being perfectly true. One of the features of Mr. Beerbohm Tree's production of the "Merchant of Venice" has been his introduction of real Jews to form the crowd in the Ghetto. When Mr. Tree interviewed his Jewish crowd he informed them that one of the things that would happen would be that the Christians in the play would affect to spit upon them. "Understand," said Mr. Tree, "it will not be real, but only pretence." He then informed them as to the proposed remuneration. One old man looked wistfully at Mr. Tree, and said, at last: "I say, s'r, couldn't you make it a little more and let them spit?"

Scurvy, that dread disease from which the seamen of former generations suffered so severely, is now heard of but very occasionally. Dr. Williams, medical officer of health, or the port of London, notes one case in his annual report, apparently for the purpose of emphasizing this fact. The reason, of course, not far to seek. The greater part of the world's overseas trade is conducted by steamships and voyagers are consequently very much sheltered. Another reason mentioned by Dr. Williams is that better methods of preserving foodstuffs are adopted in these later days. He might perhaps have added that the more careful inspection of provisions intended for the consumption of seamen and the extension of the dietary scale have had something to do with it.

The St. Petersburg papers contain long extracts from the indictment against the former Governor, Vice-Governor, doctor, and wardens of the Astrakhan Prison, who have just been tried on charges of systematic and brutal maltreatment of prisoners. The letter was brutal and kicked and hit all over the body with swords, revolvers, bricks, and padlocks. The Governor devised an instrument which was called the "Bulgarian bladder," consisting of a length of cloth filled with sand, blows from which caused terrible internal injuries without leaving any outward mark. One prisoner who refused to confess to a murder died as the result of the cruelty to which he was subjected. The doctor certified that he had succumbed from natural causes, probably from consumption. The charges occupy nine closely-printed columns of the local newspapers. The Governor and the Vice-Governor were sentenced to eight years' penal servitude, and five of the wardens to five years, while the doctor was dismissed from his post.

Colonel the Hon. John Townshend St. Aubyn, who by the death of his father, the first Baron St. Aubyn, became a peer, has had a distinguished career in the Army. He joined the Grenadier Guards, the regiment of which he is now the officer commanding, in 1878, and served in Egypt and the Sudan from 1883 to 1885. He took part in the Suakin expedition of 1884 and in the Nile expedition of 1884-85. He was A.D.C. to the Governor of Hongkong in 1889, and A.D.C. to the Governor-General of Canada in 1892.

"El Nervio," the chief newspaper of Bilbao, authoritatively states that, in order to promote national industry, the Government has decided that 60 per cent. of the contracts for the building of a squadron of war vessels, and the reconstruction of the arsenals at Ferrol and Cartagena, shall be allotted to Spanish firms, the remaining 40 per cent. going to foreign firms. The whole scheme will cost about 200 million pesetas (about £8,000,000), and a British-Spanish Association has been formed to take up the contracts, Messrs. Vickers, Sons, and Maxm having 40 per cent.

Don't has been thrown upon the belief that sailors are a sufficiently long-lived race to benefit by Mr. Aquila's pension scheme. From this point of view some interesting figures, showing the experience of the Royal Alfred Aged Merchant Seamen's Institution, have just been published. According to the annual report, the organisation benefits 613 old sailors, of whom 75 per cent. have already passed the age of 70, and the balance have but little leeway to make up. Some forty out of the 613 were 80 years of age when they were elected to the benefits of the institution. The figures suggest that seamen sometimes live to a great age.

The 16th annual meeting of the New London Borneo Tobacco Company was held in London last month. The Hon. C. H. Strath, who presided, moved the adoption of the report. He stated that the year 1907, when the 1908 crop was sold, was a successful one. The company's tobacco was good, and there were no droughts to spoil it. The market was in a buoyant condition. The result was that the company realised the good average price of 1s. 5d. per lb. They had from the 1907 crop, 8,413 bales forwarded, compared with 7,058 bales in 1901, but the quality was not so good. Considering that the market felt the effect very much of the set-back in the United States, and that the year was not so favorable in Borneo, they must rest content with the prices they had obtained in Amsterdam up to date. Borneo had never compared so favourably as it had done this year with Sumatra, in the prices which had been obtained. Mr. P. E. Lawrence seconded the motion, which was adopted.

The popular motion of Portia, in the "Merchant of Venice," is of an eloquent young advocate, and so she is commonly represented in the trial scene. This is wrong, as a learned Shakespearean commentator long ago pointed out. "In the representation of this scene," he says, "historically or on the stage, it seems never to be remembered that Portia throughout the trial appears as a judge, not an advocate, and that her proper place therefore is on the judgment seat, rather than on the floor of the court in front of the stage." In Mr. Tree's presentation of the piece this view has been adopted, and Portia appears on the Bench beside, but a little below, the Duke. On a careful perusal of the scene it is plain, says the "Law Journal," that Portia's true position is that of a legal assessor to the Court, occupying much the same relation to the Duke as the Recorder of London does to-day to the Lord Mayor.

Mr. William Marshland, secretary of the Amalgamated Association of Operative Cotton Spinners, in his quarterly report just issued, says:—"Since we issued our last report the unsatisfactory state of the cotton trade has become considerably more pronounced, and the present outlook is not by any means cheering. The recent boom has fully run its course, leaving the world's markets well supplied for the moment with cotton goods, a fact which is making it impossible for owners of spindles to do business on anything like as profitable a basis as they have lately been accustomed to. Where only a few months ago spinners were unable to deliver yarn fast enough to satisfy the requirements of their customers, they are now experiencing much difficulty in getting rid of their yarn at all. Stocks have begun to accumulate at a rate which forbodes no good either to the trader or the operatives engaged in it. The position is rendered all the more serious by reason of the large quantities of yarn now being produced at the excessive number of new mills that have been rushed up; more hastily than wisely during the past two or three years. It is highly probable that an organised system of short time will be adopted."

At a meeting of the council of the London Chamber of Commerce, Mr. Charles Charet, president, a discussion took place as to the policy of the chamber in regard to the Port of London Bill, on which a report was received from a special committee, whose recommendations were unanimously concurred in. Satisfaction was expressed with the Bill introduced for the creation of a new port authority, and the declaration of the Government that the purchase of the docks would be shown to be based on reasonable conditions. It was further resolved that the chamber, in view of the large and varied interests involved, should be represented by counsel before the joint committee to which the Bill has been referred, of which committee the president of the chamber (Sir Albert Spicer, M.P.) is a member. Arrangements were made for a delegation to wait upon the President of the French Republic at St. James's Palace. In view of the chamber's having supported resolutions at meetings of the associated chambers approving in principle of European prayer posters and penny-a-word telegrams the council appointed its chairman to co-operate with Mr. Henniker Heaton, M.P., in urging the proposal in various European countries.

"Truth" gives lines indited by Brother Chasband-Stiggins on the proposed Sunday opening of the Great White City. He considers the suggestion Enigmatical, Monstrous, Profane, and thus concludes:—

"But gadding to shows, on the Sabbath, a crime is.
My soul such a prospect deploras!
One o'clock! Here at last. What a slow-
-o-soh old Time is!
And the pubs will be open their doors—
Which reminds me the time for my visit
has come."
To the "Marquis of Granby" and pineapple run."

The grape cure and the apple cure have now (says the "Boston Courier") a stalwart competitor in the pineapple. Its latest champion, Dr. David T. Day, a well-known scientist of the United States Geological Survey, lays his own splendid health to the free use of pineapples, and advises all who can to follow his example and be well. "If you have one foot in the grave and a nervous wreck from the attacks of dyspepsia," says Dr. Day, "drink pineapple juice. It is the grandest tonic that nature has yet offered poor man, and is even better as a weapon against old age and decrepitude than the sour milk diet that has made the Bulgarian people the longest lived people on the face of the earth."

The Bishop of Norwich delivering a visitation address at Ipswich, cautioned the clergy to exercise special care in their relations with the ladies. The popularity of the clergy with the ladies, he said, was a not infrequent subject for railway, perhaps for sarcasm, among the laity. This popularity was really a sign of woman's goodness. Drawn in her gentle, piously disposed nature to religion she perhaps idealised those who appeared to be brought so near to God and was drawn to them in veneration. How could the clergy think of this idealisation without being filled with shame? Anyway, it taught them how circumspet they should be. It was said to think of any priest lying himself open to the condemnatory reproach of being a clerical flirt. It warned those who were older of the danger of allowing themselves to be flattered by a little coterie of admirers. It warned them to do nothing in word or deed which would impair in their sisters in Christ veneration for the sacred office of the priest.

LOCAL SPORT.

CIVIL SERVICE C.C. SPORTS.

These sports postponed from Whit Monday, were held on Saturday afternoon at the Happy Valley in fine weather. The patrons were—His Excellency, Sir Frederick Lugard, K.C.M.G., C.B., D.S.O., and the Hon. Mr. F. H. May, Colonial Secretary. The Officials included, Hon. Mr. W. Chatham, C.M.G., President; Hon. Dr. J. M. Atkinson, and Dr. F. W. Clark, vice presidents; Mr. H. T. Jackson, Captain; Mr. F. A. Bide, vice-captain; Mr. E. A. Wheel, captain of A.C. team; Committee, Messrs. P. R. Adams, C. Bond, W. Gast, C. H. Parkinson, J. J. Blake, W. Fincher, W. H. Kelley, A. G. Pile and R. Witcomb, with E. W. Dawson as hon. treasurer and W. H. Woolley as hon. secretary. The judges were Messrs. Adams, Mackay, Whitcomb, Laid, Bide, Witcomb, Pile, Parkinson, Kelly, Dawson, Wheel, L. M. B. Bell, and Blake. The prize list is as follows:—
Boys' Flat Race, Handicap—1, B. Atkin son; 2, N. Atkinson.
Ladies Egg and Spoon Race, Scratch—1, Mrs. Bond; 2, Miss Heang.
Girls' Flat Race, Handicap—1, E. V. Woolley; 2, D. Pile.
Veterans' Flat Race, Handicap—1, Dr. Atkinson; 2, P. R. Adams.
Veterans' Flat Race, Scratch—1, Mr. Combs; 2, Mr. Harding.
120-Yards Flat Race, Handicap—1, Mr. Burdett; 2, Mr. Ladd.
Ladies' 100-Yards Race, Scratch—Mrs. Gibbons; 2, Mrs. Chatham.
Three Legged Race, Scratch—1, R. C. Witcomb; and G. Witcomb; 2, C. Bond and Mackay.
Boys' Foot Race, Scratch—1, L. E. Brett; 2, N. Atkinson.
Sack Race—1, Burdett; 2, A. G. Pile.
Girls' Shipping Race, Handicap—1, N. Robson; 2, M. Fipcher; 3, A. Blake.
Ladies' Flat Race—1, Mrs. Robson; 2, Mrs. Bond.
Wheelbarrow Race, Scratch—1, Witcomb and Bide; 2, Brett and Burdett.
Egg and Spoon Race, Scratch, Married versus single teams—1, Married team comprising, L. E. Brett, C. Bond, Whitcomb, W. Gast, A. W. Gast, Gibbons, R. Witcomb, Bloney, Jaffe, A. G. Pile.
Girls' Race, (Visitors)—1, N. Armstrong; 2, E. Armstrong.
Boys' Race (Visitors)—1, Master Titam.
Meadow's Band discoursed selections during the afternoon, and at the close of the sports Mrs. CHARTER presented the prizes won during the afternoon and the following week during the sports. She was herself presented with a bouquet of flowers by Miss E. V. Woolley.
Cricet Prizes:—Bating, F. Bide, Bowling, Prize presented by the club, L. E. Brett, Bowling, Prize presented by Dr. Atkinson, R. C. Witcomb, Fielding, A. G. Pile. 2nd XI. Fielding—A. Wheel.
Tennis—Championship singles, F. Bide. Single handicap, A. G. Pile. Doubles handicap, 2, E. Bide and Woolley. Mixed doubles—1, Miss Heang and Mr. Bide; 2, Mr. Pile and Mrs. Thornhill.
Lawn bowls—Championship—1, C. Bond; 2, E. M. Thornhill. Handicap—1, C. Bond; 2, E. M. Thornhill. Mr. Parkinson's Prize—1, R. Fenton and Brown; 2, C. Bond and C. W. Brett. Stewards' Prize—1, A. Wheel, Bond, Thornhill and L. E. Brett. Spoon competition—C. Bond, Kelly, Adams, Dawson and Fenton.
The committee wish to thank the following donors of prizes—A. S. Watson and Co., H. Price and Co., Ruttonfrank and Co., Civil Service Co-operative Society, Mutual Stores, Messrs. L. Broughall, R. Young, Ah Young and H. Haggars.

TELEGRAMS.

[REUTERS' SERVICE.]

PERSIA.

LONDON, June 25th.

St. Petersburg reports fighting at Tabriz between the revolutionaries and reactionaries throughout Tuesday, the clergy siding with the reactionaries. News from Tabriz says the city was quiet all night, but fire was resumed at three yesterday afternoon. The houses of Zuhreddowleh, ex-Governor of Reht, was shelled and pillaged.

LONDON, June 26th.

There were many more arrests in Tabriz yesterday, and the editor of the newspaper *Sarridar* and others have been executed. Workmen are demolishing the parliament building.

The troops are well in hand and orderly, and the bazaars are open.

LATER.

St. Petersburg reports one hundred killed and wounded in the fighting at Tabriz, the reactionaries having the upper hand at the close.

A SHIPPING DISASTER.

LONDON, June 26th.

Advice from Corunna, Spain, report the loss of the steamer *Larache* which struck the rocks and sank near Muros. One hundred and fifty-one persons perished.

MR. J. DYER RALL, F.S.O.

LONDON, June 26th.

The Imperial Service Order has been conferred on Mr. J. Dyer Rall, Chief Interpreter, Supreme Court, Hongkong.

POSTAL AND TELEGRAPH RATES REDUCED.

LONDON, June 26th.

Paris wires that the Postal Committee of France have agreed to a reduction of postage and telegraph rates to England to one penny.

HONGKONG HONOURED.

LONDON, June 26th.

Hon. Mr. Wei A Yuk has been gazetted a Companion of the Most Distinguished Order of St. Michael and St. George (C.M.G.).

KING MANUEL'S CHOICE.

ROMANTIC STORY OF THE YOUNG KING'S LOVE.

Quite a Lisbon sensation has been caused by the publication in the important and usually well-informed Lisbon papers, the "Mundo" and the "Liberal," of a romantic story concerning the King.

According to this story it would seem that King Manuel, since the day of his childhood, has always shown a great affection towards a young girl belonging to the highest aristocracy of Portugal, whose mother is a Lady-in-Waiting to Queen Amelia. Neither the Queen-Mother nor the late King Carlos, ever regarded it as more than a childish fancy, but it appears that it has grown into a man's love.

Some days ago Queen Amelia and the Duke of Alagoa were quietly conversing regarding the King's future, and both agreed that if a British Princess could be found as his bride it would be best for the welfare of the country. Standing near, King Manuel had overheard the drift of the discussion, and suddenly to the intense surprise of the Queen and the Duke, he declared his love for the young lady in question, "I will marry her or nobody," he said.

Queen Amelia and the Duke scouted the idea as absurd, but their remonstrances produced no effect. Quietly, but firmly, the young King reiterated his declaration, and even went so far as to declare that he would abdicate rather than marry against his choice. It is now understood that the Lady-in-Waiting and her daughter will be requested to make a journey abroad, the Queen hoping that their long absence may put an end to a romance which threatens to be dangerous politically.

WORK QUICKENED BY MUSIC.

40 PER CENT. INCREASE ATTENDS FIRM'S EXPERIMENT.

Music for workmen at the bench is the latest innovation in Chicago. To the strains of a stirring march or a catchy two-step, employees at the stockyards will in future pack the food products supplied by the "World's Kitchen." Musicians, according to tests made by the kitchen organizers of labour, is more conducive to regular work where rapid progress is necessary than anything yet conceived, and the idea, so successfully introduced by the Libby Corporation may spread to other trades where a uniform pace by all hands is desired.

The theory of music and work was first put into practice at the Beech Nut packing works at Canajoharie, New York State, where a piano mechanically manipulated, played march after march in quick time in order to cheer on the workers, who were paid on piece schedule.

The output of Beech Nut products, it was found, increased during music hours, and the president of the concern decided to have a piano introduced into all sections of the factory so that the packing rooms could be sufficiently fed by the cutting, mincing and other departments.

In Chicago, the Libby directors went one better, and to complete orders for the Pacific Fleet the orchard was transferred from the visitors' marble hall to the new circular percolin kitchen, the largest of its kind in the world, where a sanitary bandstand was erected and approved by Government inspectors.

To the cheering marches of Sousa and other composers, millions of cans of corned meat, army rations, and other products were packed and sealed, and it is now officially stated that the actual work accomplished by the simple aid of suitable music show an increase of 40 per cent. over all previous records.

THE LOSS OF THE "POWAN."

CAPTAIN AND SECOND MATE REPRISAL WORD.

The adjourned inquiry into the circumstances attending the loss of the ss. "Powan," was resumed on Saturday morning at the Marine Court, before the Hon. Commander Basil Taylor, R.N., and Lieut. Henry Butterworth, R.N., of H.M.S. "Tamar." Captain J. Fags of the ss. "Ying King," Mr. S. Crowe, master of the ss. "Kwong Sai," and Mr. T. A. Mitchell, master of the "Pook Sang," appeared.

The President said that during the adjournment it had occurred to him that it would be well to have the evidence of the master of the "San Cheong," and as he had to sail again today, he had taken his evidence on oath yesterday. The master had been only half an hour behind the "Powan."

The evidence was as follows:—I left the wharf at 8.30 p.m. on my way to Canton. The night was fairly clear, light south winds with passing rain squalls. Shortly after passing Fairway buoy I saw Cheung Hae. It was then raining but not hard enough to obscure the land. We passed somewhere about a mile off Cheung Hae and at that time I could not see Mawan. After passing Cheung Hae, I saw some junks on my starboard side, but did not have to alter the course for them. With an ebb tide we always atored for the south point of Mawan. On this occasion when I sighted Mawan, the south point was about 3 point on my starboard beam, not more than a mile. I expected to sight it right ahead as I always do on this course. I should not say that there was an unusual sea on that night. My ship has been ashore on the same place as the "Powan," when I was master. There was a thick fog at that time. This has made me very careful when making Capismun Pass.

The second engineer of the "Powan," Mr. Robson, stated that on leaving the wharf the engines were put at slow, then half speed and subsequently full speed.

About what time was that?—About fifteen minutes after leaving the wharf.

How long after you put it at half speed did she strike?—About two minutes.

Will you describe what took place in the engine room?—I felt a bump, then a second one and later a third one.

The first bump was not a hard one?—Not very hard, sir.

What did you do then?—Went at full speed ahead.

Was the chief engineer in the room at that time?—Yes.

You started the pumps?—No, sir.

Weren't the pumps started at all?—No, sir.

The chief engineer was in the engine room, did he start the pumps?—He may have.

Then what happened?—The plates began to buckle.

About how long after the grunting did you notice the water up to the first?—About two minutes.

After the urgent signal on the telegram did you get any further signal?—Yes.

What was it?—To stand by.

Had your staff, the firemen and so forth, gone up before you?—I think so.

Lieut. Butterworth—Had the pumps been started would they not have been sufficient to cope with the water?—No sir, nothing like it.

Did you get any verbal orders from the deck?—No.

Nothing about the engines?—No.

Captain Black—You had orders to go half speed before the ship struck, by the telegram?—Yes, by the telegram.

Captain Black—I am not aware of giving the order.

The President—You are not quite certain about the engines being at half speed before the ship struck?—I could not be certain.

Captain Black said he could not understand the answers of witnesses.

You had no order to stop the ship by the telegram?—No.

And then to go at full speed?—No.

Captain Black said he had gone out in a launch on Sunday afternoon to visit the scene of the wreck, and proceeded to explain the exact position on the chart where the "Powan" struck.

He added also that from previous experience after a heavy rain the ebb tide was abnormally strong in those parts. He drew the Court's attention to the fact, as he had stated before, that the pilot was at the wheel instead of at his post.

The Court was cleared and, after an interval of about twenty minutes, the finding was read by the Harbour Master as follows:—

We find that the British steamer "Powan," of which Henry Irvin Black, master, mariner was master, left the wharf of the Hongkong & Canton and Macao Steamboat Company, at nine p.m. on June 8, on a voyage to Canton, with a small cargo of 160 bales of paper and a few other sundry packages, and 171 Chinese passengers. The engines were kept at half speed until the Fairway Buoy was passed, when the course was set for Capismun, N. W. by W. 4 W, the invariable course adopted, and the engines put to full speed, which should give her a speed of about 10.5 knots.

Shortly after this the master left the bridge, and on his return, a few minutes later, he found it was raining and that the land was obscured from view. During the passage between the Fairway buoy and Capismun it was twice necessary to alter the course to port to avoid junks. This, however, was compensated for by keeping her headed a few points to the north of her course.

About 3.40 minutes after this alteration, she expected that p.m. at which time it was expected that the ship would be nearing Capismun, and by the master sighted under the port bow, and by the master alone, on the starboard bow.

The master not being quite certain of his position appeared to

to maintain and improve their position.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be sent to the office of the Daily Press, only, and special business matters to the Manager's office.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until further notice.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 6th Ed. Edition.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

OFFICE ROOM on the First Floor of No. 54, Queen's Road Central. Rent moderate.

Apply to—**N. MODY & CO.**

Hongkong, 29th June, 1908. 105

THE GREAT NORTHERN TELEGRAPH CO., LTD., HONGKONG STATION.

NOTICE.

CURRENCY CHARGES ON TELEGRAMS.

SENDERS OF TELEGRAMS are hereby notified that from the 1st July, 1908, until further notice the Charges for Telegrams will be collected at the rate of Dollars 0.16 to equal Franc 1.00.

OLAF NIELSEN,

Superintendent, 1003

Hongkong, 29th June, 1908.

THE EASTERN EXTENSION AUSTRIASIA AND CHINA TELEGRAPH CO., LTD.

CURRENCY CHARGES ON TELEGRAMS.

SENDERS OF TELEGRAMS are hereby notified that from the 1st July, 1908, until further notice the Currency Charges for Telegrams will be collected at the rate of \$0.45 to equal Fr. 1.00.

J. M. BECK, Superintendent, 1077

Hongkong, 29th June, 1908.

NOTICE.

TENDERS are invited for the supply of 10,000 TONQUIN HARDWOOD STEEPERS named "LUXON". Size—8 ft. by 9 in. by 14 in. 10,000 to be delivered in two months after the acceptance of tender and 10,000 each in the following months, viz. November, December, January, February, March, April, May, and June.

Tender to be in Hongkong currency, must be accompanied by \$1,000.00 and will be opened at Railway Head Office on the 21st of July at 2 p.m. Sample steppers must be submitted to the Engineer-in-Chief (C. M.) at least 10 days before the opening of tenders. The Company is not bound to accept the lowest or any tender.

YUET-HAN RAILWAY CO., LTD.

Canton, 29th June, 1908. 1008

NOTICE.

CONSIGNEES of Goods insured with French Companies, Members of the COMITE DES ASSUREURS MARITIMES are informed that no claim will be admitted by the underwriters without Certificates delivered by **MEURER FELS & Co.**

4 Lee House Street, Agents for the COMITE DES ASSUREURS MARITIMES.

Hongkong, 29th June, 1908. 989

HONGKONG JOCKEY CLUB.

A MEETING of MEMBERS wishing to subscribe for SUBSCRIPTION GRIFPINS for the 1908 Race Meeting will be held on THURSDAY, the 2nd July at 5 p.m. at the Office of the JOCKEY CLUB on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order, **T. F. HOUGH,** Clerk of the Course.

Hongkong, 26th June, 1908. 1090

INTIMATION.

M. F. K. TATA of No. 4, Queen's Road Central, has been appointed SOLE AGENT for my undivided TELEGRAPHIC CYPHERS for Hongkong, Canton, Amoy and Philippine Islands.

"THE FIGURE COMPOSITION"

"THE UNIVERSAL CONCEPTIVE"

"THE JOINT CODE CONDENSER"

AND

"THE MINERVA" (Producing One hundred Thousand Million Readable words) 0 00000000 to 999999 9999.

H. C. TRIWEDI, Cryptanalyst and Code-Maker, Hongkong, 24th June, 1908. 991

NOTICE TO MARINERS.

No. 315 (Special).

CHINA SEA.

SANTUAO DISTRICT.

INCOC ISLAND LIGHT ESTABLISHED.

NOTICE IS HEREBY GIVEN that the Incoc Island Light was exhibited for the first time at sunset on the 14th instant.

The illuminating apparatus is a Dioptric Revolving Group—Flashing of the Fourth Order, showing double White Flashes at intervals of 20 seconds.

The Light-house stands on the Western extremity of the Western Island of the Incoc Group and the Light, which is elevated 149 feet above the level of the sea should be visible in clear weather at a distance of 8½ nautical miles.

The Light is observed to the Southward by the small island to the S.E. of Puyan Island on a bearing of approximately N. 51° E. but shows a small arc of about 1° between this island and the main island. It is also observed on various bearings by the easterly islands of the Incoc Group between the bearings of about S. 71° W. through West to about N. 40° W.

All bearings are Magnetic and from seaward. The Tower is a steel structure with a total height from base to lantern of 61 feet.

The Tower and Dwellings are painted White.

Approximate position—

Latitude 25° 59' 8" N.

Longitude 120° 27' 45" E.

W. PERD. TYLER, Coast Inspector, Shanghai, 19th June, 1908. 1001

AUCTION.

By ORDER OF THE MORTGAGEE PUBLIC AUCTION.

MR. GEO. P. LAMBERT Auctioneer, has received instructions to sell by Public Auction

TO-MORROW (TUESDAY) the 30th day of June, 1908, at 12 o'clock Noon at his Sale Rooms in Duddell Street

THE VALUABLE LEASEHOLD PROPERTIES in one lot

Known as Nos. 1, 2, 3, 4, 5, 6, 7, 8 and 9, SUN STREET.

Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17, MOON STREET, Wanchai, Hongkong.

The Properties consist of All those Pieces or Parcels of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Inland Lot Nos. 1140, 1523 and 1528 and have a total area of 13,549 square feet. Crown Rent \$278 per annum.

Particulars and Conditions of Sale may be had from the Vendor's Solicitors, Messrs. DEACON, LOCKER & DEACON, 1, Des Voeux Road Central, and also from

MR. GEO. P. LAMBERT, the Auctioneer.

Hongkong, 23rd June, 1908. 987

INTIMATIONS

WANTED.

LESSONS IN FRENCH CONVERSATION. Reply stating Terms to H.K. Care of "Daily Press" Office.

Hongkong, 27th June, 1908. 1004

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT," 2 & 4, KENNEDY ROAD.

Hongkong, 5th February, 1907. 583

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. storage available. 10 EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily. Sunday accepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. 43

SIEN TING

URKEDEN DENTIST

110, DUNDAS STREET

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. 175

DR. M. L. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY. 33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 477

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BUILT

LONG FLAX

REINFORCE CROWN

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894 ARNHOLD, KARBURG & CO. Sole Agents.

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail. Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. 35 & 37, HING LOP, STREET, (2nd Street, west of Central Market) Telephone No. 515. 660

WILL NOT REMOVE.

BY courtesy of the SECRETARY of the HONGKONG HOTEL, we will REMAIN HERE.

NOW SHOWING.

NEW SUMMER GOODS.

All Varieties, Most Reasonable Prices.

HOOSAIN-ALI & Co., 25, Queen's Road Central, Under Hongkong Hotel.

Hongkong, 1st June, 1908. 651

SANG MOW.

RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SEATERS & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL.

HONGKONG.

Hongkong, 20th February, 1908. 401

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT HONGKONG

FOR DEMAND DRAFTS ON BOMBAY.

On the Day Preceding the Departure of the English Mails from the West of the Closing of the Indian Mints to the Free Coinage of Silver.

FROM 1883 TO 1903.

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

Price: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or local Bookellers.

TO LET.

"GLENWOOD" CHATEAU ROAD, suitable for a Boarding house or Club. Containing 28 Rooms.

2 BEACONFIELD ARCADE. Facing Parade Ground.

No. 1, COLLEGE GARDENS. Furnished for 5 or 6 Months cheap rental.

OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.

BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms.

DWELLING ROOMS and Offices in DUDDELL STREET.

No. 15, QUEEN'S ROAD CENTRAL. Top Floor (over Caldwell Messengers).

OFFICES in Queen's Road Central.

BELLILIOS TERRACE HOUSES. Robinson Road.

No. 3, CAMERON VILLAS, Peak.

No. 3, DUDDELL STREET Shop.

No. 2, DES VOEUX VILLAS (Peak).

Apply to—**LINSTEAD & DAVIS,** 3rd Floor, Alexandra Buildings, Hongkong, 26th June, 1908. 189

TO LET.

4 and 5-ROOMED HOUSES in Kowloon.

COMMODOUS SHOP in Des Voeux Road Central, Hongkong. Immediate possession. Moderate rentals.

Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.**

Hongkong, 2nd April, 1908. 846

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—**SECRETARY, A. S. WATSON & Co., Limited.**

Hongkong, 23rd April, 1907. 191

TO LET.

FIRST CLASS European House, Lockhart Terrace and Humphreys Avenue, Kowloon.

Apply to—**TAM TSE KONG,** Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Nathan Street, West.

Hongkong, 1st October, 1907. 94

TO LET.

FROM 1st MAY.

KOWLOON MARINE LOT 48, Yammat, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.**

Hongkong, 18th January, 1908. 221

TO LET.

No. 27, 31 and 33, BEYMOUR ROAD.

No. 61, CAINE ROAD.

Apply to—**SAM WANG CO., LTD.,** 81, Queen's Road Central.

Hongkong, 22nd April, 1908. 190

TO LET.

TO LET.

SUITE of Three or Four Rooms, Furnished with BOARD on Upper Level, Large Verandah, Bath-rooms and Garden.

Apply to—"UPPER LEVEL," Office.

Hongkong, 25th June, 1908. 895

TO LET.

No. 2, MACDONNELL ROAD.

Apply to—**COMPRADORE'S DEPARTMENT,** Nippon Yusen Kaisha.

Hongkong, 3rd June, 1908. 189

TO LET.

OFFICES on Top Floor No. 2 Connaught Road, facing the Cricket Ground.

A HOUSE in Weng Nai Chong Road.

A HOUSE in WIPON TERRACE.

No. 10, DES VOEUX ROAD CENTRAL.

"HATHERLEIGH," Conduit Road.

OFFICES in YONG BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MORTON TERRACE.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

Hongkong, 1st June, 1908. 86

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH, Accountants & Auditors, &c., No. 4, Queen's Road Central.

Hongkong, 16th May, 1908. 853

TO BE LET, A Portion of MARINE LOT No. 385 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRATA EAST. Approximate AREA 13,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—**GEN. FENWICK & Co., Ltd.**

Hongkong, 8th June, 1908. 184

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... 95

2,000 do. ... 85

1,500 do. ... 85

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ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD AND BIRTHDAY ALBUMS and all other Philatelic Goods.

GRACA & Co., Hongkong Hotel Corridor.

Hongkong, 9th May, 1908. 645

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Hongkong, 15th February, 1908. 383

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

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Price ... \$3.50

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INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.

Hongkong, 13th August 1908. 23

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Hongkong, 21st April, 1907. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY

TOTAL FUNDS at 31st DECEMBER 1907 £1,371,119.

AUTHORIZED CAPITAL £3,000,000

SUBSCRIBED CAPITAL £2,750,000

PAID-UP CAPITAL £67,500 0

RESERVE FUNDS £3,386,720 10

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Hongkong, 27th April, 1907. 1146

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Hongkong, 10th June, 1908. 947

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GODOWN, No. 5A, DUDDELL STREET

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

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OFFICES in HOTEL MANSIONS.

Apply to—**HENRY HUMPHREYS,** Alexandra Buildings, Hongkong, 1st May, 1908. 785

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**

Hongkong, 1st June, 1908. 85

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4 and 5-ROOMED HOUSES in Kowloon.

COMMODOUS SHOP in Des Voeux Road Central, Hongkong. Immediate possession. Moderate rentals.

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FIRST CLASS European House, Lockhart Terrace and Humphreys Avenue, Kowloon.

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No. 61, CAINE ROAD.

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Hongkong, 22nd April, 1908. 190

TO LET.

TO LET.

SUITE of Three or Four Rooms, Furnished with BOARD on Upper Level, Large Verandah, Bath-rooms and Garden.

Apply to—"UPPER LEVEL," Office.

Hongkong, 25th June, 1908. 895

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Hongkong, 22nd April, 1908. 190

NOTICES TO CONSIGNEES

"MOUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOTHIAN,"
FROM MIDDLEBOROUGH, GLASGOW,
LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 22nd June, 1908. 983

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, MIDDLES-
BORO, LONDON AND PORTS.

THE Steamship

"GLENSTRAE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery may be obtained as soon as the Goods are landed.

Goods not cleared by the 29th June, will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW, Agents.

Hongkong, 22nd June, 1908. 984

S.S. "CALEDONIAN."

COMPAGNIES DES MESSAGERIES
MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex

S.S. "Matapan" and "Dorlogne," from

Bordeaux ex S.S. "Ville de Ciotat" in connection

with the above Steamer are hereby informed

that their Goods, with the exception of

Opium, Treasure and Valuables, are being

landed and stored at their risk into the

hazardous and/or extra hazardous Godowns

of the Hongkong and Kowloon Wharf and

Godown Co., Ltd., at Kowloon, whence delivery

may be obtained immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before Noon, To-day, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Underwriter. Goods remaining undelivered after

Monday, the 29th inst., at Noon, will be

subject to rent and landing charges.

All claims must be sent in to me on or before

the 29th inst., or they will not be recognized.

All damaged packages will be examined on

Monday, the 29th inst., at 3 p.m.

No Fire Insurance has been effected.

P. NALIN, Acting Agent.

Hongkong, 22nd June, 1908. 982

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENEDI,"

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the hazardous and/or extra

hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Ltd.,

whence and/or from the wharves delivery

may be obtained as soon as the Goods are

landed.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 30th inst., will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Underwriter on or before the 7th

July, or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 30th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd June, 1908. 989

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"DEVANHA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo

From London, &c., or S.S. Moldavia.

From Persian Gulf or B.I.S.N. and

B. & F. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

intimation is given to the contrary within

6 hours.

Goods not cleared by the 30th June, at 4 p.m.,

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the God-

owns for examination by the Consignees, and

the Company's representatives at an appointed

time. All Claims must be presented within

ten days of the steamer's arrival here, after

which time they cannot be recognized. No

Claims will be admitted after the goods have

left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 24th June, 1908. 981

THORNE'S
OLD VAT

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD SINCE 1831

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

As Supplied to the House of Commons

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SCIENTIFIC MISCELLANY.

AMERICAN LINEN—A CUP THAT CHURNS—
SPARE THE BIRDS—THE VARNISH OF
STADIARIVUS—PURE NITROGEN—NEW
CHROMIUM—THE MOON WITHOUT EFFECT
ON CLOUDS—METALLIC FERMENTS—A
POCKET TELEPHONE.

Though flax is grown on 4,000,000 acres in the United States, only the seed is utilized, and millions of tons of flax straw are burned yearly because the high cost of labor has made linen manufacture a failure. The straw must be retted, scutched, heckled, softened and bleached in about thirty processes before the finished fabric is ready for the market. The retting or rotting process, as followed in Europe, alone requires from sixteen to thirty weeks. Adopting a combined mechanical and chemical method of disintegration, Benjamin C. Mudge, of the Massachusetts Institute of Technology, greatly reduces the labor and time necessary, and by processes yielding cloth from the straw in twelve hours, he expects to create an American linen industry. He removes the gum and softens the tangled mass, reducing it to a glassy, white and tough fiber. The European method yields only 240 pounds of fiber per ton of straw, wasting the seed and other material, but the new process claims 500 pounds of fiber to the ton, and also converts the waste in part into paper pulp and leaves the tow.

"Caffeineless coffee" is a late German product, made by dissolving out all but a trace of the caffeine of raw coffee. The flavor, aroma and appearance are practically unaffected, and but slight change can be detected even in chemical composition. The effects upon users have been most remarkable. All harmful influences has disappeared, and strong infusions are used with impunity by nervous, dyspeptic and other sufferers from caffeine poisoning.

The extermination of the birds, the "poisoning of the air," is a possible calamity of an extent not easily conceived. Competent authority predicts that it would not only make successful agriculture impossible but would be followed by destruction of nearly all vegetation.

The rediscovery of a lost art is claimed by Frank Della Torre, of Baltimore, in a gum varnish that seems to be identical with the old Italian varnish that made the violin a successful musical instrument. In the time of Columbus the transparent orange red varnish was used for the gondolas of Venice, but in the sixteenth century a sumptuous edict made black compulsory for gondolas, and a quantity of this varnish was made available for the new industry of Cremona, and was used exclusively by Amati, Guarnerius and Stradivarius until the supply was exhausted about 1750. The material seems to have been made from colored gums imported from tropical Africa. On the violin the varnish had a distinguishing and remarkable effect in damping out the upper harmonics, leaving the pure fundamental tones, and thus giving freedom from harshness, with great carrying power. In violins coated with the new varnish all harshness has been dispelled, tests showing very favorable comparison with old Cremona violins.

Chemically pure nitrogen, hitherto believed to be practically unobtainable, is now frozen out of liquid air in the new process of Prof. H. Erdmann. When liquid air is evaporated at atmospheric pressure, the nitrogen becomes gaseous at 195° below zero and the oxygen at 182° and an intermediate temperature causes nitrogen to distill off in a somewhat impure form. The nearly pure gas serves the purposes for which nitrogen is ordinarily required. The new process makes it possible to obtain the chemically pure, which is done by placing liquid air in a good vacuum, when the rapid vaporization of part of the liquid chills the remainder, solidifying the nitrogen in crystals that can be separated from the liquid oxygen left.

Chromium prepared in the electric furnace by Moissan proved to be slightly soluble in molten copper. Further investigation has revealed a new form of chromium, which is crystalline, has a density of 7.1, is chemically active, and burns with a bright flame when heated alone in the air, being attacked and heated even by nitrogen.

The supposed power of the full moon to disperse clouds, in which meteorologists have been gradually losing belief, has been just investigated again, this time in South Africa by J. R. Sutton. In observations at Potdam from January, 1894, to June, 1900, Moissan found no such dispersing power, but that there is a minimum of cloud about the time of the new moon and a maximum just after full. Mr. Sutton concludes that these are just the apparent results we might expect, if it is assumed that the moon has no influence whatever. In South Africa the cirrus and cirro stratus disappear at sunset, but the rising moon makes them visible again; and the 8 p.m. observations from January, 1900, to January, 1907, show considerably more cloud between the third and eighteenth lunar day than between the eighteenth and third.

The passage of an electric spark between two metallic electrodes in distilled water produces solution or suspension that is called an electrolytic metallic ferment or hydrosol, and is claimed to have the properties of diastatic ferments. The different metals yield hydrosols having the same action, although that of palladium is said to act better and more regularly than others. These substances are administered hypodermically, and are recommended for pneumonia, rheumatism, typhoid fever, diphtheria, influenza and many inflammatory diseases. A new work by Prof. Albert Robin, a prominent French authority, explains the physiological and pathological action, although other physicians doubt that there is really any action at all.

In the novel portable telephone system patented by N. L. Weingott, Warsaw, Russia, jack boxes are connected to the lines at con-

How to be Successful—Keep your complexion, Mrs. Ellen's Cream, Lait Charming and Special Skin Tonic and Powder. Lait Charming will enable you to do it. Her Specialities for the Skin are the study of a Specialist. A. S. Watson & Co., Ltd., Sole Agents. 623

venient place, and a pocket apparatus is given each subscriber to carry. The telephone ends in a plug that is connected to any jack-box. The jack boxes are to be adjusted periodically, and in due time the subscriber must pay his rental and get a new plug, or he will be unable longer to use his telephone.

SHARE REPORT.

Messrs. Bickel & Co. say in their weekly share list dated Hongkong 27th June, 1908:—Business has been exceedingly quiet during the week under review, transactions having been few and far between, while rates have ruled weak for most stocks. The sterling damaged rate of exchange on London closes at 1s. 9 1/2 d., while rates on Shanghai are 1s. 7 1/2 d. for a Bank T/T, and 1s. 7 1/2 d. for a three days' sight Private Bill, the rate in Shanghai on this for a three

SHIPPING.

ARRIVALS.

BRANMAR, British str., 2,316, S. L. Sarby, 27th June—Moji 21st June, Coal—Doddwell & Co.

CARL DIERCKHOFF, German str., 774, T. Kayser, 26th June—Haiphong 21st June, Rice—Jensen & Co.

CHIRILL, British str., 1,143, J. Warrack, 28th June—Haiphong via Hoihow 24th June, General—Butterfield & Swire.

CHUNSHANG, British str., 1,418, W. R. Sawar, 28th June—Swatow 27th June, Jardine, Matheson & Co.

EMERUS, British str., 2,843, P. T. Helms, 27th June—Sydney via Manila 25th May, General—Gibb, Livingston & Co.

FOOSHING, British str., 1,423, E. Woolley, 27th June—Hongay 25th June, Coal, Coke and Patent Fuel—Jardine, Matheson & Co.

GERMANIA, German str., 1,713, H. Lorenzen, 26th June—Singapore 27th June, General—Jensen & Co.

HAIKUN, British str., 656, A. J. Robson, 27th June—Foonchow June 24th, Amoy 25th and Swatow 26th, General—Douglas, LaPraik & Co.

HELENE, German str., 771, J. Jensen, 28th June—Swatow 25th June, Rice—Jensen & Co.

HINSHANG, British str., 1,636, A. G. Smith, 26th June—Moji 21st June, Coal—Sheehan, Tomes & Co.

HONGKONG, French str., 840, A. Corneliussen, 27th June—Haiphong and Hoihow 26th June, Rice and General—A. R. Marty.

KORUCHANG, German str., 1,300, C. Rodelsky, 27th June—Bangkok June 26th, and Hoihow 26th, Rice and Teakwood—Butterfield & Swire.

MANDAL, Norwegian str., 1,193, K. Gabrielsen, 27th June—Saigon 22nd June, General—Willems & Co.

MAWPOO, Chinese str., 1,339, J. MacArthur, 28th June—Shanghai 24th June, General—Chinese.

NANCHANG, British str., 1,040, W. J. Miller, 27th June—Shanghai 23rd June, General—Butterfield & Swire.

ORIEL, British str., 2,030, G. Maddrell, 27th June—Moji 21st June, Coal—Bradley & Co.

RAJAH, German str., 1,276, R. Peterson, 26th June—Bangkok June 16th and Kolschlag 20th, Rice—Butterfield & Swire.

SHIBETORO MARU, Japanese str., 2,478, S. Asumi, 27th June—Moji 20th June, Coal—Osaka Shosen Kaisha.

SUNGKANG, British str., 957, G. H. Penne, 27th June—Cebu and Iloilo 23rd June, General—Butterfield & Swire.

TOKA MARU, Japanese str., 3,810, J. Nagao, 28th June—Seattle & Shanghai 25th June, Coal, Copper, &c.—Nippon Yusen Kaisha.

TRIMPHUR, German str., 768, Hansen, 27th June—Hoihow & Hoihow 26th June, General—Jensen & Co.

WONGKOL, German str., 1,115, W. Reher, 26th June—Bangkok June 17th, and Kober—chong 20th, Rice and Wood—Butterfield & Swire.

YATSHING, British str., 1,434, J. Wheeler, 28th June—Wuhu and Chinkiang 23rd June, General—Jardine, Matheson & Co.

DEPARTURES.

27th June.

ARADIA, British str., for Europe, &c.

CHILDAE, Norwegian str., for Saigon.

FOOKANG, British str., for Singapore.

FUKUSHU MARU, Japanese str., for Amoy.

HUPSH, British str., for Hoihow.

KWANGKEE, Chinese str., for Shanghai.

QUANTA, German str., for Hongay.

WOBAG, British str., for Swatow.

ZAPRO, British str., for Manila.

28th June.

CHANGSA, British str., for Manila & Australia.

CHOWANG, British str., for Shanghai.

EMPERE, British str., for Moji.

HAIKAN, French str., for Hoihow.

HELENE, German str., for Hoihow.

HINSHANG, British str., for Canton.

JOBIN MARU, Japanese str., for Swatow.

LOOSK, German str., for Swatow.

MATHILDE KORNFE, German str., for Saigon.

NANCHANG, British str., for Canton.

OGORON, British str., for Singapore.

FORKOTON, German str., for Swatow.

TULATAP, British str., for Batavia.

YOUNG, British str., for Ningpo.

SHIPPING REPORTS.

The British str. Haimun reports: Light wind and fine.

The Chinese str. Nefros reports: Strong S.E. W. to S.W. wind with passing fog to Oolken, from hence to port light Easterly breeze, clear fine weather.

VESSELS IN DOCK.

June 27th.

ABERDEEN DOCKS.—

Kowloon Docks—Soroogon, Fume, Court, field, Sumatra, Tringtau, Fowkatin.

COSMOPOLITAN DOCKS.—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIKUN," Captain Robson, will be despatched for the above Ports TO-MORROW, the 30th inst., at 2 P.M.

For Freight or Passage, apply to DOUGLAS, LAPELLE & CO., General Managers.

Hongkong, 26th June, 1908. 1002

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE" Will be despatched for the above Ports on or about the 10th July, 1908.

For Freight or Passage, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 22nd June, 1908. 932

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALACCA (COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SUKUGA" ... 18th July.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 29th June, 1908. 672

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 10th July.
LONDON & ANTWERP	MAITA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 11th July, at Noon.
HARVE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k. w.	Malchow	HAMBURG-AMERIKA LINE	On 7th July.
HARVE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k. w.	Lufting	HAMBURG-AMERIKA LINE	On 28th July.
HARVE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	On 9th August.
HARVE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINE	On 23rd August.
HARVE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINE	On 6th September.
MARSHILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NAUVE	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	About 1st July.
MARSHILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SIAM	Dan. str.	—	—	MELCHERS & CO.	On 2nd July.
MARSHILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	POHNSHEIM	Fr. str.	—	Martin	MESSAGERIES MARITIMES	On 7th July, at 1 P.M.
MARSHILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 8th July, at 1 P.M.
MARSHILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAFO MARU	Jap. str.	—	Geo. Anderson	NIPPON YUSEN KAISHA	On 22nd July, at Noon.
MARSHILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAEISE	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINE	About 30th July.
ANTWERP, ROTTERDAM BREMEN & HAMBURG, &c.	BRISGAVIA	Ger. str.	k. w.	Girstenbrau	HAMBURG-AMERIKA LINE	To-day.
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	KLEIST	Ger. str.	—	Rind. Meyer	MELCHERS & CO.	On 1st July, at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	NIPPON	Aus. str.	—	E. Tarabochis	RAMBER, WILSON & CO.	About 25th July.
BOSTON & NEW YORK	SURUGA	Brit. str.	—	—	BODWELL & CO., LTD.	On 18th July.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 4th July, at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGNE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 11th July, at Noon.
VICTORIA B.C., & TACOMA VIA JAPAN	TEHOMOT	Aus. str.	—	T. W. Garlick	DODWELL & CO., LTD.	On 1st July.
VICTORIA B.C., & SEATTLE, WASH., &c.	TOHA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 7th July, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	SHINKAO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 21st July, at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 10th July, at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & CO.	On 16th July, at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 7th Aug. at Noon.
KOBE AND YOKOHAMA	SANCKI MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 10th July, P.M.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 8th July, at Noon.
JAPAN	TIJODAS	Dut. str.	—	Zwart	J. MILES	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c.	ANIBAL EYELMANS	Frean. str.	—	—	BUTTERFIELD & SWIRE	On 25th July.
TSINGTAU, CHEFOO & NEWCHANG	NANSHANG	Brit. str.	1 m.	—	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
TIENSIN VIA WEIHAIWEI & CHEFOO	CHIFFENG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
SHANGHAI	WONGSANG	Brit. str.	—	H. G. Walker	JARDINE, MATHESON & CO., LD.	On 1st July, at 2 A.M.
SHANGHAI VIA SWATOW, AMOY, FOCHOW	CHONGSANG MARU	Jap. str.	—	T. Suringa	OSAKA SHOSEN KAISHA	To-morrow.
SHANGHAI, YOKOHAMA & KOBE	SAXONIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	On 1st July.
SHANGHAI, YOKOHAMA & KOBE	SILVIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	About 1st July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.	—	F. v. Blinzer	MELCHERS & CO.	About 4th July.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On 6th July, P.M.
SHANGHAI, KOBE & YOKOHAMA	TOKARNE	Frean. str.	—	Lancelini	MESSAGERIES MARITIMES	On 6th July.
SHANGHAI, KOBE & YOKOHAMA	WAKAMITA MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 6th July.
SHANGHAI, KOBE & YOKOHAMA	MARMOBA	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	About 9th July.
SHANGHAI, KOBE & YOKOHAMA	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & CO., LD.	On 15th July, at Noon.
SHANGHAI	TIKABAI	Dut. str.	—	de Brouwer	J. MILES	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE & MOJI	LIANGCHOW	Brit. str.	1 m.	H. Harder	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	CUCONIA	Rus. str.	—	Robson	MELCHERS & CO.	On 15th July.
AMOY & SHANGHAI	HAIMUN	Brit. str.	2 h.	—	DOUGLAS LAFRAIK & CO.	To-morrow, at 2 P.M.
FOCHOW & YLADIVOSTOK	TRAM	Brit. str.	1 m.	W. Outerbridge	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SWATOW, AMOY & FOCHOW	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 3rd July, at Noon.
MANILA	RUHI	Brit. str.	—	R. Almond	SHEWAN, TOMES & CO.	On 4th July, at Noon.
MANILA	YENSHANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & CO., LD.	On 10th July, at Noon.
MANILA	ZARBE	Brit. str.	1 m.	Rodger	SHEWAN TOMES & CO.	On 11th July, at Noon.
MANILA	KAITONG	Brit. str.	1 m.	Mathies.	BUTTERFIELD & SWIRE	On 4th July, at Noon.
CEBU & HIOLO	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & CO.	About End of June.
KUAT & SANDAKAN	TAKASAKI MARU	Jap. str.	—	A. Mocker	NIPPON YUSEN KAISHA	On 1st July.
BOMBAY VIA SINGAPORE & COLOMBO	KUISANG	Brit. str.	—	E. J. Bull	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	SHIBETORO MARU	Jap. str.	—	S. Atsumi	OSAKA SHOSEN KAISHA	To-day, at Noon.
SOURABAYA (DIRECT)	CHUNNANG	Brit. str.	—	Cox	JARDINE, MATHESON & CO., LD.	On 1st July, at Noon.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP via SINGAPORE and PORT SAID.	NAMUR Capt. H. W. Kenrick, R.N.	About 1st July	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capit. G. H. C. Weston, R.N.	About 4th July	Freight and Passage.
SHANGHAI	MARMORA Capt. G. H. C. Weston, R.N.	About 9th July	Freight and Passage.
LONDON via USUAL PORTS MALTA and CAIRO	Capit. C. L. Daniel	Noon, 11th July	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 29th June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"LIANGCHOW"	On 29th June, 4 P.M.
TSINGTAI, CHEFOO & NEWCHANG	"YANCHANG"	On 30th June, 4 P.M.
MANILA	"YAN"	On 30th June, 4 P.M.
CEBU and ILOILO	"KAPONG"	On 4th July, 4 P.M.

MANILA STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to— BUTTERFIELD & SWIRE,
Hongkong, 29th June, 1908. AGENTS 11

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"WINGSANG"	Tuesday, 30th June, Noon.
TIENSIN via WEIHAIWEI	"CHIPSING"	Tuesday, 24th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 30th June, Noon.
SOURABAYA	"CHUNSA"	Wednesday, 1st July, 3 P.M.
MANILA	"LOONGSANG"	Friday, 3rd July, 4 P.M.
CEBU	"YUENSANG"	Friday, 10th July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	"KUTSANG"	Wednesday, 15th July, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMRANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and return at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,

Hongkong, 29th June, 1908.

GENERAL MANAGERS. 16

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

(Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.)

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA 30th June	FOR ANTWERP, ROTTERDAM, BREMEN & HAMBURG: S.S. BRISGAVIA 29th June.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA 1st July	FOR HAVRE & HAMBURG: S.S. DORTMUND 7th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA 8th July	FOR MARSEILLES, ANTWERP & HAMBURG: S.S. C. FERD. LAEISZ About 30th July
	FOR HAVRE & HAMBURG: S.S. SAXONIA 9th Aug.
	S.S. SILVIA 23rd Aug.
	S.S. SLAVONIA 6th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 29th June, 1908.

Hongkong Office. 12

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. Sembill	End of June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST" Capt. RUD. MEYER	Wednesday, 1st July, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ LUDWIG" Capt. F. V. BINKER	About Wednesday, 1st July.
MANILA, NEWGUINEA, BRISBANE & SYDNEY	"PRINZ WALDEMAR" Capt. W. V. SENDEN	Thursday, 16th July, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

Hongkong, 26th June, 1908.

MELOCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA. 5

CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

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GENOA to HONGKONG in 30 DAYS.
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YOKOHAMA to VANCOUVER 18 DAYS
YOKOHAMA to LONDON and PARIS 28 DAYS

HOMeward via MACLEAN STRAITS—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

† AMIRAL EXELMANS 25th July | MALTE 19th Oct.
= OUESSANT 27th Aug. | OBYLAN 26th Nov.
= CORSE 11th Jan. 09

† No Passengers. † Intermediate Class and Rates of Passage.
= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation. Splendidly equipped with single berth cabins. All Round the World—Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,

FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

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CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 4th July, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 11th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 29th June, 1908.

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

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THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 2 days Across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN" 6,000	...	SATURDAY, 4th July	25th July
"MONTEAGLE" 6,168	...	SATURDAY, 11th July	4th Aug.
"EMPERESS OF CHINA" 6,000	...	SATURDAY, 25th July	15th Aug.
"GLENFARG" 3,700	...	SATURDAY, 8th Aug.	6th Sept.
"LENNOX" 3,700	...	WEDNESDAY, 9th Sept.	8th Oct.
"EMPERESS OF INDIA" 6,000	...	THURSDAY, 24th Sept.	12th Oct.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

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Intermediate on Steamers 240, " " 242
and 1st Class Railways

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Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Pedder Street and Praya, opposite Blake Pier.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD. ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES & COPENHAGEN	"SIAM"	On 2nd July.
FOOCHOW & VLADIVOSTOK	"CURONIA"	On 16th July

For Further Particulars, apply to

Hongkong, 29th June, 1908.

MELOCHERS & CO.

AGENTS. 6

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

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TOURS arranged to ALL PARTS OF THE WORLD.

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Japan Office: 14, WATER STREET, YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITLATJAP	AMOI	Second half of June	JAVA	Second half of June
TJIBODAS	JAVA	Second half of June	JAPAN	Second half of June
TJIMAH	JAVA	Second half of June	SHANGHAI	Second half of June
TJILLIWONG	JAVA	Second half of June	JAPAN	First half of July
TJIPANAS	JAVA	First half of July	SHANGHAI	First half of July
TJIKINI	JAVA	Second half of July	JAPAN	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 19th June, 1908.

Telephone No. 375.

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DINNEFORD'S

The Physician's
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Rheumatic Gout
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Stomach, Headache, Heartburn, Indigestion,
Scour, Eruptions, Bilious Affections.

Safest and most
Effective Aperient
for
Regular Use.

DINNEFORD'S MAGNESIA

MAGNESIA

SHIPPING IN PORT.

STEAMERS.

ALEXIA, German str., 5,358, J. Ernst, 24th June

—Portland via Ports 24th May, General—

AUCHENHARDY, British str., 2,600, J. Galloway, 26th

June—Kuchino 20th June, Coal—

Doddwell & Co.

BORNEO, German str., 1,344, F. Sembill, 22nd

June—Sandakan 17th June, General—

Melchers & Co.

CHIPSING, British str., 1,189, F. Mooney, 25th

June—Tientsin, Chefoo & Weihaiwei 19th

June, General—Jardine, Matheson & Co.

COURTFIELD, British str., 4,897, John Wiseman,

25th May—Moji 20th May, Coal—Mitsui

Bussan Kaisha

DEBENT, British str., 1,348, J. Jenkins, 22nd

June—Saigon 18th June, Rice—(Chinese)

EMPERESS OF JAPAN, British str., 5,910, H.

Pybus, R.N., 25th June—Vancouver June

3rd, and Shanghai 22nd, Mail and General—

C. P. R. Co.

FUCHI MARU, Japanese str., 1,589, M. Mori, 25th

June—Bali Pappen 18th June, Bulk Oil

Asiatic Petroleum Co.

KIANGCHING, Chinese str., 1,092, Szegender,

3rd June—Shanghai 30th May, General—

Chinese

KUMANG, British str., 2,077, E. J. Butler, 22nd

June—Cebu and Singapore 16th June,

General—Jardine, Matheson & Co.

LAUSCHEN, German str., 2,056, R. K. Sperling,

21st June—Saigon 16th June, Rice—

Jensen & Co.

LIANGCHOW, British str., 1,215, H. Harder,

17th June—Wuhu 12th June, General—

Butterfield & Swire.

MONTAGLE, British str., 3,952, W. Davison,

23rd June—Vancouver 25th May, and

Shanghai 20th June, General—C. P. R. Co.

MONTAGLE, British str., 1,737, F. W. Bates,

24th June—Fremantle 6th June, Sandal-

wood—Gillman & Co.

NANSHAN, British str., 1,950, Allan Jones, 26th

June—Saigon 22nd June, Rice—Bradley

& Co.

OCEANO MONARCH, British str., 2,915, Murray,

24th June—Newcastle (N.S.W.) 5th June,

Coal—Doddwell & Co.

ONANG, British str., 1,787, R. Cox, 14th June

—Moji 7th June, Coal—Jardine, Matheson

& Co.

POCAHONTAS, British str., 1,741, F. G. Cox,

14th June—Saigon 12th May—Order

ROMARY, British str., 2,579, Nasibi, 14th June

—Kobe 6th June, Ballast—Asiatic Petro-

leum Co.

SIBERIA, American str., 5,655, A. Zaeder, 21st

June—San Francisco via Ports & Shanghai

19th June, Mail and General—Pacific

Mail Steamship Co.

SOLSTAD, Norwegian str., 897, H. Metson, 22nd

June—Halong 20th June, Rice and

General—A. E. Terry.

SUMATRA, British str., 507, Meincker, 12th

June—New Guinea 20th May, and Palas

Island 2nd June, Capra—Melchers & Co.

TEAN, British str., 1,348, Outerbridge, 28th

June—Manila 23rd June, General—

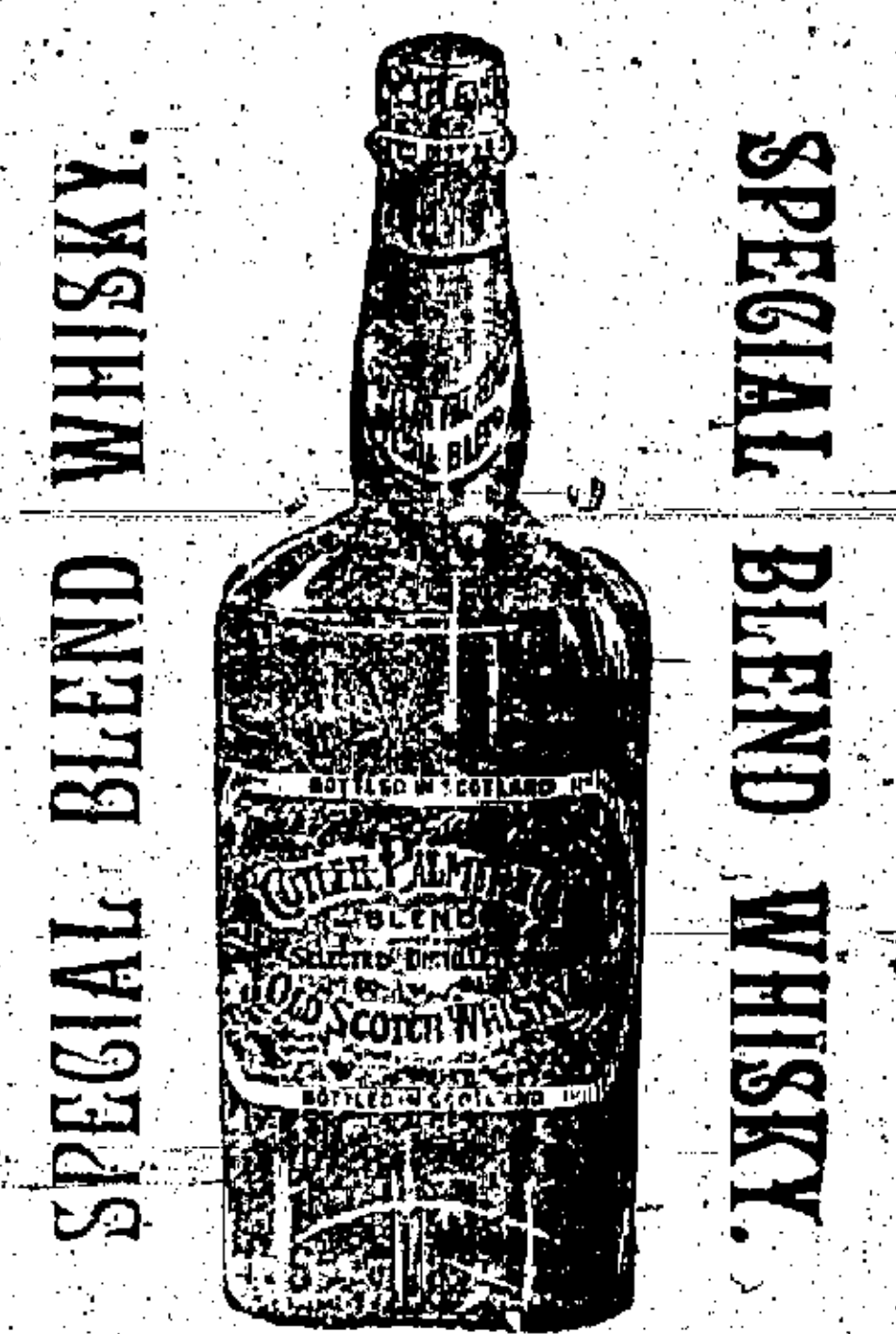
Butterfield & Swire.

THEODOR WILHELM, German str., 3,687, H.

Fulda, 21st June—Cardiff 3rd April, Coals

—Jensen & Co.

Cutler, Palmer & Co.'s



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Cutler, Palmer & Co., London.

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